APPENDIX E HSC-28 Local Command Procedures

HSC-28 FUEL SURVEILLANCE PROGRAM

From: Maintenance Officer, HSC-28
To: Maintenance Department

Subj: LOCAL COMMAND PROCEDURES FOR NAVAL AVIATION MAINTENANCE PROGRAM STANDARD OPERATING PROCEDURES (NAMSOP) COMNAVAIRFORINST 4790.2 VOLUME V CHAPTER 3

Ref: (a) COMNAVAIRFORINST 4790.2
(b) NAVAIR 00-80T-109
(c) NAVAIR 01-1A-35
(d) NAVAIR 15-01-500

Encl: (1) HSC-28 Fuel sample log
(2) HSC-28 Fuel sample lab request form
(3) HSC-28 Fuel sample request tracking log

1. Purpose and Scope.

(a) This supplement provides additional requirements for the Fuel Surveillance Program.

2. Local Command Procedures.

(a) Hot and cold refueling.

(1) A fuel sample shall be taken from the mobile refueler low point sample port prior to servicing aircraft from the hot refueling area. Samples may be obtained from the nozzle only if fuel is flowing in the hose (mobile refueler is recirculating).

(2) The sample bottle(s) shall be cleaned with appropriate laboratory detergent and then wiped clean with a lint-free cloth (ALCOHOL SHALL NOT BE USED TO CLEAN SAMPLE BOTTLES).

(3) Samples shall be taken following the procedures specified in references (a), (b), and (c). If two mobile refueler samples indicate contamination, inform the crew chief and fuel truck driver that the fuel is contaminated. The crew

chief onboard the aircraft shall be responsible for the final determination of the fuel samples quality. The member who took the sample shall deliver both samples and the fuel truck number to QA.

(4) The sample from the mobile refueler may be used for more than one aircraft during the same fueling event (same mobile refueler).

(5) The sample from the mobile refueler shall be logged on the Fuel sample log sheet in the Aircraft Discrepancy Log Book utilizing enclosure (1). If hot refueling, the hot pit crew shall log fuel samples immediately upon their return to the squadron.

(6) In the event a fuel sample contains unidentifiable matter, a sample shall be routed to the Naval Station Fuel Lab for analysis utilizing enclosure (2). Prior to routing sample to the lab, ensure trend sheet is filled out for lab tracking procedures utilizing enclosure (3). The Fuel Surveillance Program Manager shall maintain these records.

3. Detachment Equipment.

(a) Each detachment shall maintain a locally assembled fuel sampling kit that contains:

(1) Four sampling bottles labeled: Starboard Main, Port Main, Auxiliary tank, and Spare.

(2) Special pigtail fitting for fuel sampling from the refueler truck nozzle.

(3) Special sampling kit for the Internal Auxiliary tank (Part Number: HM022-103-31 Cage number: IT765).

(4) Proper Personal Protective Equipment to be used during all fuel sampling procedures consisting of: a fuel apron, face shield, splash-proof goggles, and chemical resistant gloves.

(b) A closed container shall be used to transport waste fuel from the sampling point to the waste fuel bowser.

4. Extended Range Fuel Tanks.

(a) Each tank shall be sampled as part of the Turnaround Inspection using the special fuel sampling kit for Internal Auxiliary Tank (Part Number: HMO22-103-31 Cage Number: IT765). If the tank is empty or preserved, the Plane Captain shall annotate “empty” or “preserved” utilizing the Fuel Sample Log Sheet in enclosure(1).

(b) Plane Captains shall document the tank installed on the Aircraft Inspection and Acceptance Record (OPNAV 4790/141) and on the Preflight/Daily/Turnaround/Postflight Maintenance Record (OPNAV 4790/38) for Turnaround inspections.

(c) Tanks that are removed and open for maintenance for a period of 72 hours or longer shall be preserved in accordance with reference (d). Tanks that are not opened but inactive for a period of 10 days or more shall be preserved in accordance with reference (d).

(d) Tanks that are not in use shall be stored outside of the building in a designated area a minimum of 50 feet away from any smoking area in accordance with reference ©.

(e) Tanks requiring repair or storage inside the hangar shall complete a Lower Explosive Limit (LEL) test performed by a Aviation Gas Free Engineer in accordance with reference (c).

(f) Tanks requiring repair outside of the hangar bay shall complete a Lower Explosive Limit (LEL) test performed by a Aviation Gas Free Engineer in accordance with reference (c).

5. Defuel Procedures.

(a) Only authorized personnel designated Safe for Flight per the MMP may initiate defueling actions when an aircraft is found to have contaminated fuel. The Defuel crew shall receive the defuel chit and turn it into Maintenance Control when defueling action is complete.

6. Fuel Spill Procedures.

(a) If a fuel spill occurs during any fuel sampling/ fueling/defueling evolution, Maintenance Control shall immediately be notified. Actions to control and report the HAZMAT spill are listed the HSC-28 HAZMAT LCP, COMNAVAIRFORINST 4790.2 CHAPTER 20.

7. Reviewing Authority is HSC-28 Fuel Surveillance Program Manager.

/S/
T. E. SYMONS

HSC-28 FUEL SAMPLE LOG

TEC_____ **SIDE NUMBER**_____ **BUNO**_____

DATE	TIME	PORT	STBD	E.R. TANK	SAMPLED BY	CDI/SUPER	REMARKS	REASON

1. Log the number of fuel samples required to obtain a satisfactory fuel sample under each fuel cell/tank column. In the remarks column, identify the cell/tank where contamination was found and appropriate contamination code. In the reason column, specify reason for samples taken, i.e. Turnaround, hotpit, etc.. In case of refueling/hot refuel, log number of samples on the PORT cell column and leave STBD cell column blank.

TYPES OF CONTAMINATION

A - No Contamination Found	F - Foam	P - Particulate Matter
D - Dirt	M - Microbiological	W - Water
E - Emulsion	O - Other	U - Unidentifiable

HSC-28 FUEL SAMPLE LAB REQUEST

THIS SAMPLE HAS BEEN SUBMITTED TO YOUR LAB FOR ANALYSIS DUE TO UNKNOWN CONTAMINANTS BEYOND OUR IDENTIFICATION CAPABILITIES. FURTHER ANALYSIS IS REQUIRED TO PROPERLY IDENTIFY THE SOURCE OF CONTAMINANTS. THIS AIRCRAFT IS CONSIDERED NON-MISSION CAPABLE STATUS UNTIL WE HAVE RECEIVED THE RESULTS OF THIS SAMPLE.

BUNO	TANK SAMPLED	LAB RESULTS	JCN/MCN
_____	_____	_____	_____

THE QUICK RESULTS OF YOUR TEST WILL HELP US IN DETERMINING THE SOURCE AND THE EXTENT OF THE CONTAMINATION.

Enclosure (2)

HSC-28 FUEL SAMPLE LAB REQUEST TRACKING LOG

BUNO	TANK	SAMPLED	LAB RESULTS	REASON FOR SAMPLE	JCN/MCN